

Advertisements.

MARINE CLUB.

A SPECIAL GENERAL MEETING will be held in the Reading Room of the above Club, on MONDAY, the 20th instant, at 9 P.M. Business—Adoption of the Resolutions passed at the Last Meeting and alteration of Rules as per draft rules circulated. All Members are requested to attend. By Order of the Committee. JAMES EDWARDS, Secretary.

Hongkong, 17th June, 1898. [763]

VICTORIA CHAPTER.

No. 525, E.C.

AN EMERGENCY CONVOCATION of the VICTORIA CHAPTER will be held at the FREEMASONS' HALL, on THURSDAY, the 23rd instant, at 8.30 p.m. precisely. Visiting Companions are cordially invited to attend. Hongkong, 17th June, 1898. [766]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Hodgins, will be despatched for the above Ports, on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIRRAK & Co., General Managers.

Hongkong, 17th June, 1898. [759]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG.

THE Company's Steamship

"AMARA,"

Captain P. H. Rolfe, will be despatched as above on MONDAY, the 20th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHEWSON & Co., General Managers.

Hongkong, 17th June, 1898. [743]

FOR KOBE AND YOKOHAMA.

THE Steamship

"KEELUNG,"

Captain Taro, will be despatched on MONDAY, the 20th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th June, 1898. [764]

FOR SINGAPORE.

THE Steamship

"CHARTERHOUSE,"

Captain H. Smith, will be despatched for the above Port on TUESDAY, the 21st instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSON, SONS & Co., Agents.

Hongkong, 17th June, 1898. [765]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Palford, will be despatched as above on MONDAY, the 27th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th June, 1898. [762]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"PAKLING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon of the 23rd instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 23rd instant at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 17th June, 1898. [7-762]

DAKIN, CRICKSHANK & COMPANY.

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRY VADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes and Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

Intimation.



A. S. WATSON & CO., LIMITED.

SOLE AGENTS IN HONGKONG, CHINA

AND MANILA FOR

'NESTOR' SANITARY FLUID.

DISINFECTANT, GERMICIDE, ANTISEPTIC AND DEODORISER, NON-POISONOUS, NON-CORROSIVE, DOES NOT STAIN.

OPINION OF A LEADING EXPERT.

'NESTOR' FLUID is a powerful Disinfectant

and Germicide, and is a Deodoriser of the highest order.

A. B. GRIFFITHS, Ph.D., F.R.S.E.,

Member of the Chemical Societies of Paris and St. Petersburg;

Bacteriological and Agricultural Expert.

5 gallon drum \$10.00

2 do 4.25

1 do 2.25

Pint tin 0.50

'APENTA.'

The best natural Aseptic Water bottled at

Buda-Pest under the direct supervision of the

Royal Hungarian Chemical Institute.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 16th May, 1898. [7]

DEATH.

June 7th, at Cliff Field, Nagasaki, KANETSU

MacEwan, the beloved son of Mr. and Mrs. A. P. MacEwan, of Hongkong. Aged 2 years and 4 months.

The letter of our resident correspondent at

Manila will appear in to-morrow evening's

paper, having reached us too late for to-day's

issue.

SEVERAL illegal weight cases came before Capt.

Hastings to-day and after evidence by Inspector

Duncan, fines of \$15 each, in default six weeks,

were imposed.

A CHINESE baker was charged to-day by

Inspector Allen with having a urinal in his

backhouse. There was no defence and the

culprit was fined \$25.

INSPECTOR HANNAH caught a batch of four

gamblers in Queen's Road West yesterday.

The first was sentenced to pay \$15 or six weeks

and the others got off with \$2 or 14 days.

INSPECTOR Cuthbert to-day charged six men

with gambling at No. 7 Ship St. The first

defendant was fined \$15 or six weeks, the fourth

\$5 or 14 days; and the others \$1 or 7 days.

MR. Frosell wired to Reuter's agent in Shanghai

from Colombo, via Bhamo, on 12th inst. stating

that he is leaving there by P. & O. steamer.

Bakarat and requests him to make public that

Mr. Ernest Hoeny's failure does not affect

Messrs. Hooley, Jamieson, Limited.

INSPECTOR FARD to-day prosecuted Mr. S. S.

Benjamin of the Peak for allowing a ferret, as

dog to go unlicensed. One of Major-General

Black's chair coolies was stated to have been

bitten by the dog and he showed the court

certain marks. Mr. Geddes appeared for defend-

ant and after hearing evidence Capt. Hastings

discharged the case.

THE American four-masted ship *Dirigo* has

arrived at Woono from New York, having

left that port on the 12th January. After entering

China Sea, when a L. 8 deg N., she was

spoken by an English steamer and informed

that war had broken out. The Philippines were

accordingly given a wider berth than usual, and

the *Dirigo* arrived safely at Woono without

having encountered any untoward adventure.

She belongs to the same line as the *Shenandoah*, whose capture was reported at the commencement of the war.

If, as we suggested yesterday, it should turn out that Germany has purchased the Sulu Islands from Spain, and attempts to occupy them, then it will be the duty of the British Government to protest strongly against any such action, as the islands lie in the direct line of communication between Hongkong and Australia, and their occupation by a foreign power would be a menace to British trade in the event of hostilities. It hardly seems probable that Germany would throw in her lot with Spain, but it is possible nevertheless, and it is always as well to look for possibilities. The concentration of German warships at Manila does not, we believe warrant the attention of the public at home, for at the time the *Linnat* left Manila there were only the *Katarin Augustin*, the *Cormoran* and *Irene* there, and this force should not strike terror into the hearts of the Americans.

Still affairs appear to be developing, and it behoves the British authorities to keep their eyes open. We should like to ask if any official record has been kept of the movements of foreign ships and troops on this station of late, and whether the Naval authorities are aware of the disposition of the German, Russian and French fleets at present?

REUTER'S MESSAGES.

GERMANY IN THE FAR EAST.

LONDON, June 15th.

The German newspapers are openly discussing the probability of Germany securing a port in the Philippines.

THE SPANISH-AMERICAN WAR.

An American lieutenant who made a tour of observation of Santiago harbour reports that the whole of the Spanish fleet is there.

Admiral Sampson wires that the bodies of the American dead have been barbarously mutilated.

DEFEAT OF THE FRENCH GOVERNMENT.

MENT.

The French Government has been defeated by fifty on a debate of general policy. Subsequently a general resolution of confidence was adopted by a majority of twelve in spite of which it is believed the cabinet will resign.

THE PLAGUE.

During the 24 hours up to noon, 17th June, 3 new cases and 1 death from plague were reported, making the total since 1st January (168 days) 1,287 cases and 1,135 deaths.

LOCAL AND GENERAL.

H.M.S. *Linnat* arrived here to-day from Manila.

COL. Wogack, Governor of Port Arthur, arrived in Shanghai on 13th inst.

H.M.S. *Victorious* from Wel-hai-wei paid her first visit to Nagasaki on 9th inst.

A NUMBER of people were to-day fined \$10 each for having cockles in their dwellings.

For the unlawful possession of two bags of sugar a boatman was to-day fined \$15 or six weeks.

A CHINESEMAN, for returning from banishment, to-day received a sentence of 12 months' hard labour.

A PLAQUE case was found on the steamer *Hibiscus* which arrived at Kutchicotsu from Hongkong on 2nd inst.

For the illegal possession of a number of revolvers a Chinese cook was to-day fined \$100, in default three months' gaol.

For stealing two clocks, a waterproof coat, a jacket and a pair of trousers a coolie was to-day sent to gaol for six days with hard labour.

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THE German transport *Darmstadt* arrived at

Shanghai on 13th inst. with troops en route to

Kiaochow.

INSPECTOR Reide to-day charged a Chinaman

with obstructing a lane off Wing Sing Street.

A fine of \$35 was imposed.

A BOATMAN and woman, charged with making

refuge upon the *Parkway* while under way were to-day fined \$25 and \$10 respectively.

THE German cruiser *Katarin Augustin* left

Nagasaki on 9th inst. for Manila. It was reported that the *Katur* would follow on the 13th.

We hear, says the *N. C. Daily News*, that a

refuge upon the ships in the harbour, but the men still stick to the town and things go on very much as usual. On Monday night the rebels had come so close in that the British Consul slept on board the *Immortalite*, as it was probable that the rebels might rush the town at any moment, and the outlying houses were unsafe owing to the rebel fire. The same night a large fire was seen to the north of the Pasig River and it is believed that the rebels fired the fireworks stores.

Food is undoubtedly scarce, but is not unobtainable by any means, and it is said that the Spaniards have a large store of provisions in the old Citadel, where they intend holding out as long as possible should the rebels or Americans attempt to carry the town. Potatoes and a few other articles had given out completely, but all the same a fairly good tiffin was obtainable at the Club.

The Americans were of opinion that the town could not hold out for another three days after the *Linnat's* departure, but the Spaniards were confident of holding the place.

The rebels claim to have captured two thousand Spanish troops including some five hundred officers since the arrival of the American squadron.

The foreign warships in Manila were the German cruisers *Irene*, *Katarin Augustin* and *Cormoran*, the French cruiser *Brutus*, the Japanese cruiser *Matsumoto*, the British cruiser *Immortalite*, and the gunboat *Rattler*.

Our special correspondent reports that the

garisons in the provinces around Manila have

all been simultaneously attacked and over-

powered by the rebels. Some few surrendered

and have been taken prisoners and well treated,

but the majority resisted and were slaughtered.

The Southern section of the rebel forces is

driving the Spanish gunboats down the Pasig

river but few casualties have occurred. The

Spanish soldiers are shamefully underfed and

many have assumed our correspondent that they

have never had any target practice whatever,</

any moment he choose to exercise it? If they shrink from the night of his guns then, why do they still keep up the force of defying him?

Across the river, north of the walled city, is the large and fine building business town. The central part is called Riondo, which name is often applied to the whole. Though the town has grown so big as to include nearly a dozen other wards. Dividing in any direction, it is about three miles before one gets away from built-up streets and reaches open country. Even then, the rural townships are found full of the residences of Manila business people, for five miles or more, and so it is difficult to say exactly what should be considered part of the town and what should not.

The town is as badly built as a town can be. The houses are much too close together, and the streets too narrow. For the metropolis of a big country, for a city of a quarter of a million inhabitants, a rich and prosperous mart, a centre of education and luxury, as the building in the walled city indicates, it is a disgraceful ill-arranged and unsightly town. The principal business street, the Escolta, is narrow, wretchedly paved, crooked, and is filled with the most common-place, mean-looking structures. So are the other streets, but, further from the centre, there are freer to hide the ugliness. In excuse, the Manila people plead earthquakes, typhoons, the earthquake, and floods, as their reasons for not having a passably presentable town; but Manila is not the only place with earthquakes and all the rest. Tokyo is infinitely worse off, but is handsome, and the roads are better paved. (People who have been to Tokyo will appreciate how dreadful Manila presents must be.)

The Pasig is only a trifling river, sixty or seventy yards wide and perhaps twelve feet deep; yet the bridging of it has never got beyond preliminary stages. There is a narrow bridge, the Puente de Espana, connecting Riondo with the city; this bridge is far too narrow for the traffic, and would never be considered sufficient in a civilized country. There is another bridge near it, but it is not used for vehicular traffic, and the Puente de Espana is constantly choked. And the Manila bridges, both these over the Pasig and others over smaller streams, are made so frail that nobody is allowed to drive over them at anything faster than a walk. Why should people persist in building?

There are tramways running to several outlying parts of the town, and a steam tramway to the northern suburb of Malabon. There is also a railway from Manila to Dagupan, about 100 miles north, run by an English company. The Manila railway station would not be excused for a remote and unimportant Japanese village, but for a metropolis like this its modern dimensions do not speak very well of Spanish progressiveness. There ought to be a hundred times bigger.

In the town of San Mateo, about three or four miles out, is a big powder magazine, or "Polvorin," close by the right (north) bank of the river Pasig. On the opposite side of the river is the village of Santa Ana, a mile or two away. It was not until the first shots were fired in the insurrection of 1896, and several English people having villas in these parts had a lively time.

Another "Polvorin" is at Malate, on the sea shore, just south of the walled city. I understand these two are the only powder magazines the Spaniards have in the immediate neighbourhood of the city, excluding of course the fort's own stores. Malate is reached from Piondo by a pretty drive outside the city walls, either along the sea front or behind the city, and beyond the city is the explanation, called the "Luneta," where the band plays every evening in peace-times. At the far end of the Luneta is the battery of two big guns which fired on the American ships until Admiral Dewey so loquely talked of replying.

A little beyond this battery is the English Club, surrounded by a number of pleasant residences, English, Spanish, and other. Further off, quite near to the fort and powder magazine, is the Eastern Extension Telegraph Company's establishment (British). A little way back from the sea is the Jesuit Observatory, a splendidly equipped institution which does its calculations, and is indeed the Jesuits' best answer to those who say they do harm in the Philippines. Here, oblivious of any disputes with Augustines or Dominicans, innocent of political intrigues, far removed from any land questions or the troubles, diligently observe from day to day no bling in the wide world but meteorological mysteries of the most perplexing nature, carefully compiling data and employing delicate instruments the like of which is not to be seen east of California. It is a work of great value, and the Jesuits deserve credit for it.

Outside of the populous suburbs, there are more rural and less settled districts, dotted with handsome residences scattered remotely among the rice-fields and tropical woodlands where a guerrilla warfare would be well nigh interminable. In such country, with hedge-rows that have in course of ages grown into respectable hilly thickets, with plantations that are dark and almost impenetrable patches of sombre greenery, a stationery force could check an advancing force with the greatest ease. There are plenty of open fields, yet the country cannot be called open country, for it is luxuriantly wooded between the fields. Artillery would be of little use, with never a half-mile of clear space; nothing but skirmishing under thick cover would be of any use in this kind of ground, and the victory will rest with the side best fitted for jungle warfare. Not that this is jungle—it is simply fertile pastoral land with a lot of trees everywhere. But it is the last place in the world for planter and soldier, newly recruited and without any target-practice at all to meet such savage woodmen; and that is what Spain is depending on, for her sons are few recruits and her enemies are trained forest-rovers. It is exactly this sort of position that makes a Malabon or an Isabela.

DECLARATION OF INDEPENDENCE ISSUED BY AGUINALDO, 12TH JUNE, 1898.

(Received from the Provisional Government of the Philippines by General Gregorio del Pilar at Malabon, a circular which, literally translated from Tagalog into Spanish, says as follows):—

"To the District Headman and Village Headmen of the province of Bulacan, from the Public-Military Governor of this province, whose head quarters are now transferred to the town of San Francisco de Malabon and combined with the sections under his orders at Pacoor, Plinacayan, Imus, Cavite, Salinas, and Cavite Viejo (Old Cavite).—Only regarding to be combined with the other forces in Iloilo and Sulu near by, and then our troops will be sent forward and within a few days will be found in possession of almost the whole province, which, being maritime, will be in a position to proclaim effectively our independence, and this proclamation will not be long deferred, because the ultimate object of this Government is best to be attained, notwithstanding the suggestions of some of our principal associates, it is more glorious and more convenient to select a place on account of being near to the sea, in the town of Cavite Viejo, which is an old port, originally the town of Cavite, wherefore I decree as follows:—

The twelfth day of this month is fixed for the Declaration of the Independence of this our beloved Country, in this town of Cavite Viejo.

Viejo, for the due and proper solemnization of which auspicious event it should be on the day named an assembly of all district headmen and commanders of our forces, and through the proper representatives there should be a notification issued for the purpose of inviting the attendance of all who have in any way assisted in the good work, such as for example the distinguished Admiral of the American Squadron and his commanders and officers, to all of whom, as having lent invaluable aid in the glorious work, a courteous invitation will be sent. And after the ceremonial reading of the Declaration of Independence, the same will be signed by all who wish to give their support thereto.

Given under our hand and seal, at Cavite, this eighth day of June, 1898.

ALLEGED BRIBERY.

ARREST OF A SANITARY INSPECTOR.

Daniel McAllister, a Sanitary Inspector, was today charged with accepting a bribe of \$10 in connection with the public service of the colony. Mr. H. J. Gedge appeared for the defence. Sergeant Gedge gave evidence that on instructions from Inspector Hanson he arrested defendant this morning at Peel Street. Inspector Hanson then appeared for a remand and said he was instructed to ask for \$2,000 bill. Mr. Gedge objected to the sum named but His Worship declined to reduce the amount. The case was adjourned till 2 p.m. on Wednesday.

WEI-HAI-WEI.

Linkupian, Island June 8th.

Our fleet was increased yesterday by the arrival from Chefoo of H.M. ships *Powerful*, *Crawford*, *Hart*, and *Whiting*, and today, with the *Argo* going on, our harbour looked very lively indeed.

SANITARY WORK.

On the island the men are still busy cleaning and while washing the buildings, but every thing is below done in a temporary way only, and there is no attempt at anything permanent. In the meantime plans are being carefully prepared by the various departments and one can only hope that when they do start, they will make a clean sweep of the present miserable shanties that disgrace the island.

CONUL HOPKINS.

is still with us and is evidently going to remain some time, for he is getting a house put in order for his occupation.

CANTER.

We have a Naval career here now, where, in spite of all prohibitions, Jack can get as much beer as ever he likes.

NAVAL CLUB.

The house of the late Admiral Ting is rapidly being converted (i.e. white-washed) into a Naval Club, where we do not doubt see a billiard table before long.

PREPARING FOR VISITORS.

Two enterprising ladies from Chefoo are here (one on the island, the other on the mainland) and will shortly be ready to receive visitors from Shanghai for the summer holidays.

SULPHUR BATHS.

One need not now go to Japan for sulphur baths, for on the mainland close to the beach are good sulphur springs. The Japanese have erected bath houses on the spot and these are ready for immediate use.

IMPROVEMENTS.

Under the able management of Lieut. Gault, a marked improvement is observable in the sanitary condition of our streets, each householder being required to keep clean that part of the street adjacent to his premises.

COAL.

Yesterday the *Inte* arrived from Chefoo with a cargo of coal for the fleet.—*Mercury* Co.

WENCHOW.

June 8th.

AL. QUINT AG-IN.

but in the meantime some score or so wealthy people in the surrounding districts have been posted. The officials now seem to have the city people in hand, but the country folk are largely unprotected. The prefectural examination is wisely postponed to the 7th month as the influx of some thousands of students would involve the filling of some tens of thousands of rice bowls daily. A pettyfogging proclamation was put out the other day in eight large characters: "The people being in haste for food, (5th month) festival presents are forbidden."

A Tactful and three excellent district magistrates have been specially deputed from Hangchow to enquire into the recent disturbances. It seems a pity the House-lords have been withdrawn. It could easily have been collected three or four months hence.

GENERAL.

H.M.S. *Pigmy* arrived yesterday (Tuesday). She proceeds on her way to Manila to-morrow. Re the Customs parcel post it is certain that Sir Robert Hart has not seen the regulations. He is too sane a man to have allowed such a document to be printed. As to the charges they are simply monstrous. The writer got a small box from Shanghai this mail. It weighed a little over a pound, and was less than six inches square. The sender paid 30 cents in Shanghai and a further bill was handed in here for 20 cents, i.e. 10 cents delivery fee and 10 cents Customs' charges. The 10 cents Customs' charges one cannot grudge for it must cost 10 cents in ink every time a post office seal is applied. A post card was recently received from Europe and after being twice stamped with a Customs' stamp not a word of the wailing was visible. It costs about as much now to get a parcel from Shanghai as it costs to send to England.—*N.C. Daily News* Co.

NINGPO.

June 10th.

ALL IS QUIET AT THE TIME OF WAITING.

There are, however, persistent rumours that several thousand Fenghuang men intend coming to the city to-day or to-morrow. Every precaution is being taken by the officials. The principal gates are well guarded, and only one leaf of each gate is allowed to be open. Each section of the city has been warned by officers to abstain from any kind of countrymen who may enter the city, as purchases they might be injured if strong measures are taken by the officials. The district magistrate has resigned his post, the indignity he has suffered at the hands of the people being his reason. The Chinese magistrate has been ordered to act temporarily as the Ningpo magistrate, but from native reports the Governor at Hangchow is unwilling for him to be established here, as he is too valuable a man for the difficult post at Chinghai. The prefect leaves to-day for Hangchow, to report to the Governor. There have been disturbances in the Yüan district (Shanghai), several people having been seriously injured.—*N.C. Daily News*.

NURSES MEMORIAL FUND.

The following subscriptions to the above Fund are acknowledged with thanks. The Hon. Treasurer, Mr. T. Jackson, will be glad to receive further contributions:—

Amount already acknowledged	\$456
A. J. Raymond	15
Stifford Northcott	10
J. Hall	10
J. B. Conbridge	10
W. G. Humphreys	10
Mowbray S. Northcott	5
C. Ford	5
Mrs. Ford	5
S. Choh	5
A. G. Morris	5
Surgeon Capt. Whitty	5
A. W. Brewin	5
E. Pyne	5
C. A. H. W.	5
R. A. Ferguson	5
C. H. W. Aitken, & Co. Hongkong	3
H. K. T. & Co. Hongkong	3
	\$595

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on ten years' observations to 1895.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

Barometer	On date at 10 a.m.	On date at 4 p.m.
Thermometer	80	81
Humidity	89	83
Rainfall	0.07

TO-DAY.

Friday, 17th June, 1898.
(St. Alban.)

Chinese—20th of 5th moon of 24th year of

Jew's—27th Sivan, 5658.

Mohammedan—28th Muharram, 1318.

Sun—Rises

Sets

High water—Morning

Afternoon

Low water—Morning

Afternoon

ANNIVERSARIES.

1775—Battle of Bunker's Hill.

1845—First Hongkong Justice of the Peace sworn in.

1877—Loss of the M.M. steamer *Mikong* on Ras Haffon.

1884—French Supplementary Convention with Cambodia signed.

1891—First Jack flying British colours left Chefoo.

1896—Loss of the s.s. *Drummond-Castle* off Ushant with 242 lives.

TO-MORROW.

Saturday, 18th June, 1898.

Chinese—30th of 5th moon of 24th year of

Moon—Maximum Declination N. 14. p.m.

High water—Morning

Afternoon

Low water—Morning

Afternoon

ANNIVERSARIES.

1815—Battle of Waterloo.

1845—Church of the Conception, Hongkong, consecrated.

1862—Explosion on the *Udon Star* at Shanghai, 17 lives lost.

1877—Disasters flood at Foochow; 2,000 lives lost.

1889—Loss of the s.s. *Bentley* on the White Rocks, Swatow.

1896—Mr. F. A. Sweetenham appointed Resident General of the Federated Malay States.

1897—Jubilee Celebrations commenced at Windsor.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Oceanic*) 18th Inst.

Canadian (*Empress of India*) 20th Inst.

Indian (*Kutab*) 20th Inst.

Australian (*Yamashiro Maru*) 24th Inst.

American (*Doric*) 25th Inst.

The Agents (Messrs. Dodwell, Carrill & Co.) inform us that the Co's steamer *Columbia* left Kobe for Tacoma direct on the 12th Inst.

The Imperial German Mail liner *Sachsen*, left Shanghai via Foochow to-day Friday, at 10 a.m. and may be expected here on or about Tuesday, the 21st Inst.

The steamer *Kondal Castle*, from Rotterdam, Antwerp and Middelburg, left Singapore for this port on the 16th Inst., and may be expected on or about the 22nd Inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isadora Pons.....At Kowloon Dock

Fukuo....." "

Hermes....." "

Ningchow....." "

E. C. Mowatt....." "

SWATOW.

Arrivals from Agents.

June 16 *Fujian Maru*.....Moj.....J. M. & Co.

16 *Halmun*.....Amoy.....J. M. & Co.

Departures for Agents.

June 16 *Chowlat*.....Bangkok.....B. & S.

16 *Tatichong*.....Doll.....L. & H.

16 *Halmun*.....Hongkong.....J. M. & Co.

16 *Port-Taiwan, Fujian Maru*.....

PAKED THE CANAL.

OUTWARD—*Banfora*, *Banfora*, *Iston*, *Ottawa*, *Peking*, *Kandah*, *Kwang Ping*, 20-23; *Gerard C. Tobey*, *Glengyle*, *Diamond*, 24; *Brecon*, *Harika*, *Courts*, *Biddle*, *Liv*, *Mont*, *Sirton*, *Sanna*, *Socorra*, *Yarrowdale*, 27; *Maria Valeria*, *Gisela*, *Balavard*, *Chikahay*, *Glancia*, 31; *Chingoo*, *Nailor*, *Tanzer*, *Hewitt*, *Hall*, *Indrapura*, June 31; *Bayern*, *Diamond*, *Nailor*, *Queen Mary*, *Ratho*, 71; *Glasgow*, *Japan*, *Arara*, 10.

HOMEWARD—*Japan*, April 22; *Turbo*, 29; *Berno*, May 31; *Osaka*, 6; *Elm*, Branch, 9; *Gerda*, *Dardana*, *Sunda*, *Bemador*, 19; *Perla*, *Belin*, 24; *Glasgow*, 27; *Salado*, 31; *Manila*, *Wally*, *Tanzer*, *Yasui*, *Hewitt*, *Smith*, *Memphis*, 71.

A LESSON FOR THE WEAK.

Do you see that locomotive engine standing on the side-track? Something has broken down about it. There is not a bit of steam from its valves; it is still and cold as a dead whale on a beach; it can't draw a train; it can't even move itself. Now, tell me, do you believe that any amount of tinkering and hammering at it would make it go? Not a bit. Nothing on earth will make it go except steam in the boiler, and even that won't unless the engine is in order. Everybody knows that, you say. Do they? They don't see it on this principle in every case where it applies?

Here is such a case. Writing concerning his wife, a gentleman says: "In the autumn of 1880 my wife fell into a low, despondent state through family bereavement. Her appetite was poor, and no food, however light, agreed with her. After eating the best of food and medicines at the doctor's advice, she was much troubled with flatulence, and had pain at the heart and palpitation. At times she was so prostrated that she was confined to her room for days together, and had barely strength to move."

"At first she consulted a doctor at Ferry Hill, but getting worse, she went to see a physician at Newstead. The latter gave her some pills, but still she did not get her strength up; and after being under his treatment for six months she discontinued going to him. Better and worse, she continued to suffer for over a year, when she heard of Mother Seigel's Curative Syrup. She began taking it, and soon her appetite revived and her food gave her strength. In a short time she was quite the same woman. Since that time (now nearly twelve years ago) I have always kept this medicine in the house, and if any of my family all anything a few doses puts us right.—Yours truly, (Signed) George Walker, Grocer, 40, Ferry Hill, near Durham, October 25th, 1897."

We call attention especially to those words in Mr. Walker's letter which are printed in italics. You can pick them out at a glance. They show how fully he understands what human strength comes from—that it comes from digested food and not from any medicines the doctor or any one else can give us. Let us have no mistake or confusion of mind on this important point.

For example, Mrs. Walker was ill with indigestion and dyspepsia. Her symptoms, and how she suffered, her husband tells us. The disease destroyed her power to obtain any strength from food, and Nature suspended her appetite in order that she might not make bad worse by eating what could only ferment in the stomach and fill her blood with the resulting poisons. The only chance of such a state of things must be pain and weakness, weakness which, continued long enough, must end in absolute prostration and certain death.

Well, then, she failed to get up her strength under the treatment of either doctor. Why? Simply because the medicines they gave her—whatever they may have been—did not cure the trouble and increase it. If they had cured it then she would have got up her strength exactly as she afterwards did when she took Seigel's Syrup. But the trouble is this: Medicines that will do this are rare. If the doctors possess them they would use them, and cure people with them, of course. Mother Seigel's is one of these rare and effective medicines. If there is another, the police can't get it, but you have been acquainted with the fact. But even the Syrup does not impart strength; it is not a so-called "tonic"; there is no such thing. It (the Syrup) cures the disease, drives out the poison, repairs the machine.

Then comes the appetite (all of itself) and digestion and strength. You see the order—the sequence. Yes. Well, please bear it in mind. The mechanics set the engine in order; then the stoker gets up the steam. And of the human body—the nobel of all machines—Mother Seigel's Syrup is the skilled mechanic.—*Ad.*

TO BE LET.

THREE ROOMS ON 2ND FLOOR No. 8, Queen's Road Central, Suitable for OFFICE, Rent Moderate. Apply to

Mr. SUI SANG, On the premises, Hongkong, 7th March, 1898. [247]

TO LET.

COAL GODOWNS, PRAYA EAST. GODOWN IN BLUE BUILDINGS. FLOORS IN STANTON AND ELGIN STREETS.

"HAYTOR"—Newly erected 5 roomed bungalow at the Peak. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 31st May, 1898. [112]

Intimations.

NORTHERN PACIFIC STEAMSHIP COMPANY. STEWARDESS WANTED. Apply, with copies of testimonials to DODWELL, CARILL & Co., General Agents. Hongkong, 7th June, 1898. [724]

CARBOLINEUM-AVENARIUS USED FOR OVER 25 YEARS. With the Utmost Success. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness. Sole Agents for China, LUTGENS, EINSMANN & Co. Hongkong, 11th September, 1896. [179]

KUHN & KOMOR, JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA.

36, DIVISION STREET, KOBE. Hongkong, 15th March, 1897. [24]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS. CLARKE'S AND BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Kuala Lumpur and Klang. awarded the highest Prizes at every Exhibition, and for Velocimeter and Solen's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos 54 & 56, Queen's Road Central. [40]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. Sole Agents in the East for the amalgamated CAMERON, HUMPHREY and GLADIATOR CO., LTD., DUNLOP'S SAFETY BICYCLES—PRICE—\$185. A special reliable Watch made for this Climate. Quality A.....\$16. Quality B.....\$12. 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office. [41]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 10, HONG KONG ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, at his residence, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS especially. Hongkong, 12th September, 1894. [48]

Intimations.

EXCURSION TO MACAO. GRAND RELIGIOUS PROCESSION! ILLUMINATION AND FIREWORKS DISPLAY!

THE Steamer "TAI ON" will make an Excursion trip to MACAO, on SUNDAY, the 19th Instant, leaving the MARKET WHARF at 9 A.M. and returning at 10 P.M. FARE.....\$1. No Single Ticket. Hongkong, 16th June, 1898. [757]

HONGKONG ELECTRIC COMPANY, LIMITED. NOTICE is hereby given that the NINETH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 27, Queen's Road, on TUESDAY, the 15th July, at Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th April 1898, and electing Directors and Auditors. THE TRANSFER BOOKS of the Company will be CLOSED on the 21st Instant to 5th proximo, both Days inclusive. By Order of the Board of Directors. GIBB, LIVINGSTON & Co., Agents. Hongkong, 16th June, 1898. [758]

ANTI CORROSIVES. ANTI FOULINGS. MANUFACTORY all sorts of OIL PAINTS and COLOUR-WASH PREPARED IN ALL COLOURS TO SUIT PURCHASERS. GENERAL AGENCY. BAILEY'S ENGINEERING AGENCY, 17, PRAYA CENTRAL. Hongkong, 14th May, 1898. [29]

WORTH A GUINEA A BOX. BEECHAM'S PILLS FOR ALL BILIOUS AND N

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. S. Thompson.	MARSEILLES, LONDON and ANTWERP, via SINGAPORE Transhipping Cargo for JAVA PORTS, PENANG, COLOMBO and PORT SAID.	TUESDAY, 21st June, at 4 P.M.
YAMASHIRO MARU J. Jones.	NAGASAKI, KOBE & YOKOHAMA.	MONDAY, 27th June, at 4 P.M.
TOKIO MARU E. W. Haswell.	THURSDAY ISLAND, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 1st July, at Daylight.
SANUKI MARU W. Townsend.	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 5th July, at 4 P.M.
MATSUMOTO MARU J. Nirel.	Kobe and YOKOHAMA.	THURSDAY, 7th July, at 4 P.M.
SAGAMI MARU T. Mural.	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHENGULPO, NAGASAKI, FUSAN and GENSAN.	FRIDAY, 8th July, at 4 P.M.
RIOJUN MARU A. E. Moses.	SEATTLE, WASH., U.S.A., via KOBE and YOKOHAMA.	THURSDAY, 14th July, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 17th June, 1898.

Shipping.

STEAMERS.

FOR SINGAPORE PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports TO-MORROW, the 18th instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 17th June, 1898. [748]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO AND TIENTSIN.

THE Company's Steamship

"LOKSANG,"
Captain W. G. G. Leek, will be despatched as above TO-MORROW, the 18th instant, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 17th June, 1898. [752]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Company's Steamship

"RADNORSHIRE,"
Commander Vyvian, will be despatched for the above Ports, on MONDAY, the 20th instant, at 5 P.M.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 17th June, 1898. [753]

HAMBURG-AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ADRIA,"
Captain Reuter, will be despatched for the above Ports, on MONDAY, the 20th instant, to be followed by the

S.S. "ARMENIA,"
Captain Magla, sailing about the 30th June.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 17th June, 1898. [673]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MYRMIDON,"
Captain Rolton, will be despatched as above on MONDAY, the 20th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th June, 1898. [747]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above on WEDNESDAY, the 22nd instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th June, 1898. [732]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SINGAPORE.

THE Steamship

"BENLAVERS,"
Captain A. Webster, will be despatched as above on or about the 22nd instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 17th June, 1898. [720]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"AFRIDI,"
will be despatched as above on the 25th June, 1898.

S.S. "ATHAN," about 15th July, 1898.
S.S. "MACDUFF," about 31st July, 1898.
S.S. "SIKH," about 15th Aug., 1898.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 17th June, 1898. [498]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ST. NINIAN,"
will be despatched as above on or about the 21st July.

To be followed by
S.S. "CRAIGARN," on or about 20th July.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 17th June, 1898. [735]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"HAWTHORNBANK,"
Greig, Master, will load here for the above port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 17th June, 1898. [744]

Notice of Firm.

NOTICE.

MR. EDMUND SINGLETON WHEAL-
LER is authorized to sign our FIRM
Name from this Date.

DODWELL, CARLILL & Co.,
Hongkong, 17th June, 1898. [737]

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN and HAMBURG,

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen Wednesday 22nd June.
Bayern Wednesday 20th July.
Prins Heinrich Wednesday 17th Aug.
Darmstadt Wednesday 14th Sept.
Preussen Wednesday 11th Oct.
Sachsen Wednesday 9th Nov.
Bayern Wednesday 7th Dec.
Prins Heinrich Wednesday 4th Jan. '99.

ON WEDNESDAY, the 22nd day of June,

1898, at 9 A.M., the Company's Steamship

"SACHSEN," Captain H. Supper, with

MAILS, PASSENGERS, SPECIE & CARGO,

will leave this Port as above, calling at NAPLES

and GENOA.

Shipping Orders will be granted till NOON on

MONDAY, the 20th June. Cargo and Specie

will be received on board until 5 P.M. on TUESDAY

the 21st June, and Parcels will be received at

the Agency's Office until NOON on TUESDAY, the

21st June. Contents of Packages are required.

No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet

Cubic in Measurement.

The Steamer has splendid Accommodation

and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.
Hongkong, 25th May, 1898. [683]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails,

will be despatched from this Port for STRAITS and

BOMBAY, &c., on SATURDAY, the 25th

instant, at Noon, taking Passengers and Cargo

for the above Ports.

Silk and Valuables, all Cargo for France and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other Cargo

for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's Bills

of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.
Hongkong, 17th June, 1898. [6]

NORTHERN PACIFIC

STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Tacoma 2,549 A. Dixon July 2.
Victoria 3,167 J. Truebridge July 19.
Olympia 2,608 T. H. Dobson Aug. 6.
Astoria 5,305 J. Patton, R.N.R. Aug. 23.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION

COMPANY.

Mogul 3,654 C. H. Butler June 27.
Drayman 3,601 E. Porter Aug. 13.
Mogul 3,654 W. H. Wright Sept. 10.
Columbia 2,605 A. Gow Oct. 1.

VIA VICTORIA, B.C.

THE attention of Passengers is directed to

the very cheap rates offered by this Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.

DOCTOR and STEWARDESSES carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the ROCKY and CASCADE MOUNTAINS. PAS-
SANGERS TO EUROPE may proceed by one of the first

class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Ports, and to Canadian and United

States Ports.

Consular Invoices of Goods for United States

Ports should be in quadruplicate, and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Portland,

Or (whichever may be the destination of the

Steamer).

Parcels must be sent to our Office (with address

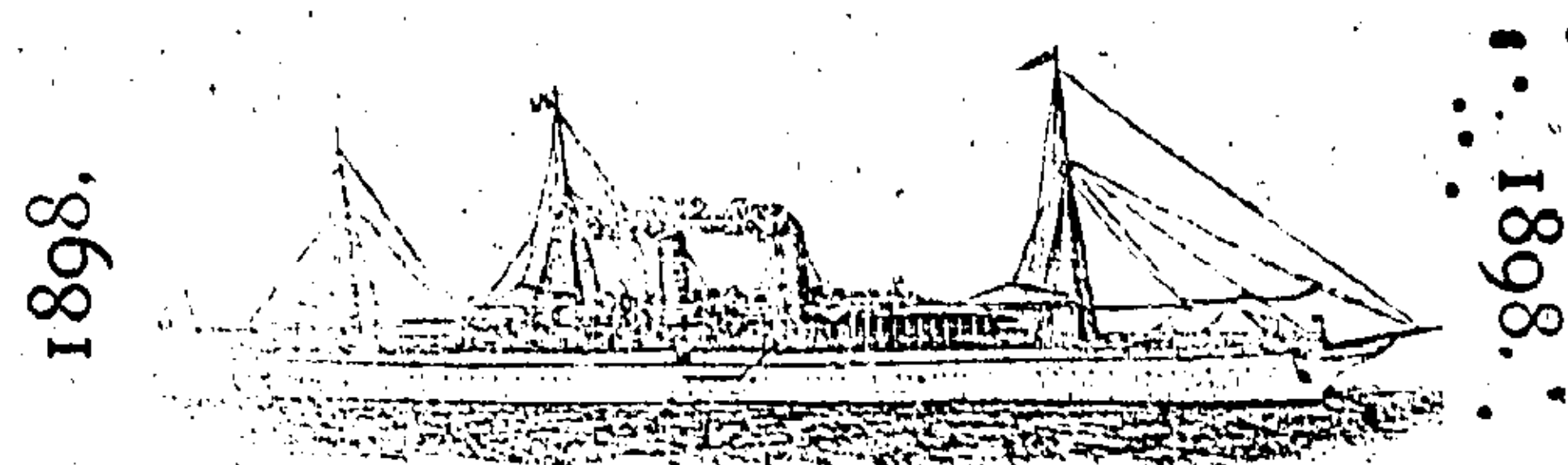
marked in full) by 5 P.M. on the day previous to

sailing.

For further information apply to

DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 17th June, 1898. [1]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 29th June, 1898.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 20th July, 1898.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 13 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddar's Street.
Hongkong, 8th June, 1898. [3]

OCCIDENTAL & ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO, SOUTH AMERICA, AND

EUROPE;

AND

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 5th July, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th Aug., at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU,

on TUESDAY, the 5th July, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates, and particu-

lars of the various Routes may be obtained

upon application.

Special rates (First-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or vice

versa) within one year, will be allowed a dis-

count of 10 per cent. This allowance does not

apply to through fares for China and Japan

to Europe.

All PARCEL PACKAGES should be marked to

address in full; and same will be received at

the Company's Office until FIVE P.M. the day

previous to sailing.